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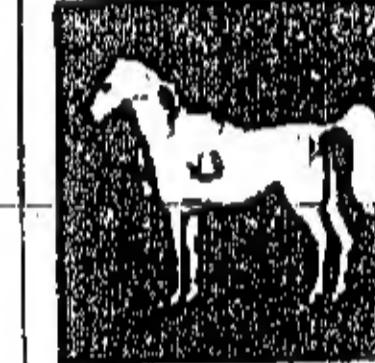
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dresses with communications addressed to the Editor,  
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DEATH.

On June 27th, at Shanghai, ALEXANDER MILLER,  
2nd Engineer, s.s. *Panther*, aged 34 years.HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 151, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 4TH, 1906.

Mr. JOHN MORLEY, Secretary of State for India, delivered what the *Times* calls a "statesmanlike and sympathetic" speech on May 30th, in reply to a motion in the House of Commons, re-affirming the conviction that the India-China opium trade is morally indefensible. If the word "statesmanlike" be passed, it seems to us that it must mean the qualities of latter-day statesmen, rather than of the ideal statesman. Schopenhauer's dictum that a man's intellectual status is in an inverse ratio to his toleration of noise is no longer accepted: our Chinese friends are a notable exception to the rule; if rule it be; but it may be usefully paraphrased in the case of Mr. MORLEY and many of his colleagues. Thus: The statesmanlike qualities of a publicist are in inverse ratio to his toleration of sentimentalism. The statesmanlike nature of Mr. MORLEY's speech consisted in echoing the exaggerated phrases of the anti-opium legislators, while telling them *non omnia possimus omnia*. We would rather describe it as a thin kind of "diplomacy", because while his allusions to "this horrible drug", "this pestilential evil", and so on, evoked cheers, his inevitable demand for some practicable plan of carrying out their philanthropic wishes was met by the grim silence of the extremists. The ideal statesman would surely have thought more of the practical objects of Parliament, and have asked how far such a resolution was likely to further those objects. The things that are

The official return of the sales of Bengal opium held to the end May, 1906, gives the actual sales as Rs. 169,16,200 or Rs. 20,66,200 better than the estimated return for Bombay opium to the end of May, 1905. The actual sales in this case were Rs. 3,94,500, or Rs. 2,05,500 worse than the estimate.

Mr. Robert B. W. Scott, Associate Editor of the *Far Eastern Review* (Mauli), is staying at the King Edward Hotel, on his way to make a personal investigation of trade conditions in Manchuria. He seemed pleased to learn of the high opinion held on the China coast of his useful publication, especially of a special number just published.

Messrs. Jardine, Matheson & Co. (Shanghai), agents for the Shanghai and Hongkong Wharf Company, Ltd., announce that full precautions are being taken to guard against damage to goods stored in the company's godown through any flood such as occurred in September of last year. The full particulars of these precautions are advertised, and it is announced that should any damage occur in spite of them the company will not hold itself responsible.

In celebration of Independence Day, a notable festival in the United States, Mr. J. W. Osborne of the Kowloon Hotel will be "at home" to-day from 5 to 6.30 p.m.

A typhoon warning comes from Manila Observatory. Yesterday, July 3rd, at 11 a.m. the typhoon was crossing Luzon near Iloilo, 15, centre ill-defined.

The boys of San Francisco are the envy of their contemporaries all over the world. There are no schools for them to attend. Unfortunately, they are getting into mischief, as the police records show.

A Seoul telegram states that an application made by Baron Shibusawa and eight other Japanese capitalists for a concession for the establishment of a company to utilise the waters of the rivers Talong and Han for the generation of electric power has been granted by the Korean government. The term of the concession is twenty-four years, and the government is to receive five per cent of the net profits.

## SHANGHAI DOCKS.

## THE FINAL DIVIDEND.

Messrs. E. S. Kadourie & Co., write:—We beg to inform you that we are in receipt of telegraphic advices from Shanghai that the Shanghai Dock and Engineering Co., Ltd., have declared a final dividend of Tk. 4 per share, making in all Tk. 8 per share for 1905/1906. We are also informed that the transfer books close on 1st inst., and that the meeting of shareholders is to be held on 17th inst.

## UNIQUE REFERENCE BOOK.

*Who's Who in the Far East*, 1906-7. Published for the Proprietors by the China Mail, Ltd. \$10.

"Who is he?" is a question often asked in the European communities of the Far East, and this publication, modelled on its well-known London prototype and namesake, is designed to answer the query. With the solitary exception of the list of Chinese officials prepared by the Chinese secretaries of H.M. Legation at Peking (a very different publication) it is the only thing of the kind a farce attempted in the East. The Editor in a preface deprecates the impression that the book is anything more than a reference book; and that the intention was confined exclusively to such no one can deny. Unfortunately, the best of admitted intentions cannot avert the impressions hinted at, even in the case of such an undeniably useful as the London *Who's Who*. There will always be some user who, looking for particulars of some lion, will gradually be forced into contact with details concerning others whom he may regard as mice. In referring to the "misplaced modesty" of those who were shy of inclusion in this galaxy of immorality, the Editor made no allowance for some who honestly preferred to remain in the obscurity which they regarded as their only rightful position. Their estimate of their own unimportance might not coincide with editorial views, and it would certainly increase the difficulty and the really hard work of compiling the book; but their wishes should certainly be respected. After all, it might be embarrassing to John Smith, after conscientiously answering all the questions of the compilers, to find that some very highly placed person had been more concise. To see persons on the same page that His Illustrateness the Rajah was born on such and such a day, ascended the Throne some time after, and is still sitting on it; while John Smith was born on Tuesday, the 27th of February, 1880; passed the seventh standard of Mudifit's Board School in 1892; in Sarah Jane Tomkins in 1892; apprentice in 1893; promoted cashier, 1897; made partner in 1901; and collects picture postcards; to see such a juxtaposition, we repeat, lays John Smith under an imputation he is doubtless far from deserving. Such are some of the difficulties incident to such an enterprise; in London as well as in the Far East; and it says much for the editing of the book under review that they have been so ably minimised. We have not the slightest doubt that as a work of reference it has "come to stay" and that it will swell in bulk and usefulness as succeeding numbers appear.

At present it contains biographies in brief of nearly two thousand persons more or less eminent in the life of the Far East, official and unofficial, European and Asiatic, embracing China, Japan, the Straits, the Philippines, etc. There are (as we have hinted) biographies that may never be needed for reference; we have also noticed one or two omissions that surprise us. Really public men ought all to accede to the invitation of the publishers; in a sense it is a duty; they no longer have claims to the privacy and obscurity to which John Smith has a right to cling. (By the way, there is no John Smith in the book; so we have less fear than we might have had in mentioning its case.) The John Smith we mention is, of course, a merely Pickwickian person. It remains only to add that we have tested the book here and there at random, and find it works well. The particulars are just the kind needed. The paper and type are good; and we can offer sincere compliments to all concerned in the production.

The difficulties in regard to pronunciation are realised when it is remembered that you may tell a man that his necktie cannot be reckoned amongst his successes, you may point out his errors in regard to investments, you may reproach him for omitting to take advantage of the opportunities he had for advancement, and he will accept all your criticisms with a reasonable calm; take gentle exception to the way in which he pronounces the word "aerated" and the chances are that he next remark is of a heated nature, or that he coldly refrains from making any remark at all.

The full revelation of a man cannot be got until he is seen into the rooms where the secrutinies of his life take place, and where what hath in him is expressed in outward and visible forms. For a house, if it is more than a temporary, hired shelter from wind and rain, is, as it were, the clothing of a man's mind, spiritual atmosphere materialised in the form of chairs and carpets, sideboards and bookshelves.

## TELEGRAMS.

## ["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE NATAL REBELLION.

LONDON, July 3rd. A battle has taken place between the Natal Colonial Forces and the rebellious natives, in which 600 rebels were killed.

## [REUTER'S SERVICE.]

## RUSSIA.

LONDON, July 1st. St. Petersburg newspapers are being constantly confiscated, and revolutionary meetings among the troops increasing. The transference and disbandment of batteries are of daily occurrence.

The new Russian loan has receded to 5 per cent discount.

DISASTROUS RAILWAY ACCIDENT  
IN ENGLAND.

LONDON, July 1st. The American Line boat express from Plymouth ran off the rail at Salisbury, on the London & South-Western Railway. Twenty-four of the passengers, almost all Americans, were killed and twelve injured. There were in all 47 passengers. The engine left the rails and dashed into the guard's van of a milk train, killing the guard. It then dashed over the girders of a railway bridge; three coaches were totally smashed, and the killed were terribly mangled, including the driver and stoker. Several prominent Americans who got on board the liner at New York did not land, but proceeded to Southampton, escaping the accident.

A second case was called and similarly decided.

## SUPREME COURT.

Tuesday, July 3rd.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISEY JUDGE).

## A QUESTION OF JURISDICTION.

The Shan Shui Po Land Investment Company, for whom Mr. Deacon (of Messrs. Deacon, Looker, and Deacon) appeared, sued Wong Kwai for \$92,20, arrears of rent from July 1st, 1906, to May 31st, 1906, at the rate of \$40 per month. His Lordship—I understand the point has been raised that the Summary Jurisdiction of the Supreme Court have no power to try such an action, as Ordinance 3 of 1905 (section 10) provides that, except by way of appeal against the decision of the Land Court, no proceedings relating to land in the New Territory can be commenced in the Summary Court.

Mr. Deacon argued that Ordinance 10 of 1905 was conclusive on the point. There was nothing in the 1905 Ordinance which repealed in any way the provisions of the 1903 Ordinance, and that Ordinance expressly dealt with the recovery of rent for land in the New Territory.

His Lordship—I have not looked at that. In the case I have looked up two of the Judges held that rent does relate to land, the other three held that rent does not, and it is my opinion that relating to land means, relating to the title deeds, not relating to rent and I hold that you can bring the action in the Summary Court. I have three Judges for me and two against me.

Defendant did not enter an appearance, and judgment was given for plaintiffs with costs.

Mr. Deacon remarked that defendant had been so long in occupation without paying rent before plaintiffs' proved their title, that he objected to pay now that plaintiffs were in a position to demand it.

A second case was called and similarly decided.

## POLICE COURT.

Tuesday, July 3rd.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

## ASSAULT AND LARCENY.

A coolie was charged with assaulting an excise officer in Connaught Road yesterday morning.

From Inspector Warnock's statement it appeared that while the excise officer was walking along Connaught Road in search of illicit opium traffickers he was followed by the defendant who attacked him in a quiet portion of the road, relieved him of his watch, and ran away. Later he was arrested, and taken to the Station and charged.

His Worship sentenced the defendant to 21 days imprisonment with hard labour and six hours' stocks.

## ROBBED A FRIEND.

A native was charged with the larceny of a blanket from a shop in Station Street, Yau Ma Tei.

The defendant was said to be a fast friend of the complainant, and on paying him a visit, was persuaded to accept his hospitality for the night. Early in the morning he arose, and without saying good-bye, left with a blanket belonging to the shopkeeper. He was arrested on the *Hungshau* just before that vessel was leaving for Macao.

His Worship ordered him to be imprisoned for seven days with hard labour.

## A DISORDERLY RUSSIAN.

A Russian named Argute was arraigned on charge of behaving in a disorderly manner in the Cosmopolitan Hotel while drunk on Monday night, and with behaviour in a disorderly manner in the charge room.

A Comar said the defendant visited the hotel with another man and ordered two meals and drinks. Later his account was produced, but he refused to pay it and grew disorderly.

Defendant stated that when he and his friend were seated at a table in the hotel two ladies entered, and without asking him took drinks which were put down to his account.

His Worship—And you objected?

Defendant—I didn't say much to the first lady, but when the second had a drink and it was put down to my bill I grew angry. I can't deny that I drank too much.

Inspector Warnock stated that the defendant was disorderly in the charge room, and used abusive language. He had only fifty cents when searched.

The defendant was fined \$5 on each charge.

His Worship (to witness)—I don't know whether it is true about these women in the hotel, but you had better take care.

Witness said that the ladies' drinks were not mentioned in the bill.

## A SAUCY WATCHMAN.

The wife of Kwong Tong-fai, comprador of the Hamburg America Line, proceeded against a district watchman on summons for using abusive language towards her.

Mr. Kong Siu, who appeared for the complainant, stated that on Monday night she went with her amah to meet her husband at a club in Wellington Street. When they arrived at the door she sent her amah up to tell her husband she was waiting. While the amah was absent a district watchman passed her and flashed his bull's-eye lantern in her face. He did this several times, and then the complainant said—"How many times do you want to put your lamp on me; I am a married woman." The defendant therupon used insulting and abusive language towards her.

Defendant said he saw a shadow near the door, and flashed his light upon it, as he thought it might be someone intent on stealing. The complainant then told him he was saucy, but he did not use abusive language.

His Worship imposed a fine of \$5.

## IN THE WAY OF THE WICKED.

Sergeant Longshan summoned a European for assaulting him while in the execution of his duty.

The sergeant stated that whilst on duty at Lyndhurst Terrace early in the morning a "boy" called him to go to house No. 23, where, he said, a European was making a great noise. He accompanied the boy and on arrival at the house saw the defendant, whom the mistress said was making himself objectionable. After witness had ordered him out several times, he walked towards the door, but suddenly turned, rushed back and caught the mistress by the shoulders. Witness interfered and put him outside, where the defendant caught him by the coat and bit his thumb. He had been in hospital since the 29th ultimo, and was liked to be there for sometime.

Defendant said he did not intend to assault the sergeant. He was only defending himself against a lot of policemen who were striking at him. He received a number of blows, the effect of which necessitated his lying in bed for two days.

His Worship inflicted a fine of \$50.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

A DISORDERLY CHAIR COOLIE

Mrs. Lee, a sister at the Victoria Hospital, Peak charged a chair coolie with using abusive language. She said she engaged a chair, of which defendant was one of the bearers, on Sunday afternoon at "Mountain View" to take her to the hospital. She was carried as far as the Peak Tram Station, where the chair was banged down with violence, and the defendant used very abusive language. She did not understand Chinese, but the coolie made a great noise, and his language sounded abusive, and when she ordered him to carry her out to the hospital he became insolent than ever, but proceeded. On arrival at the hospital the chair was again dumped down with bump, and when witness ordered him to "go a little more far" to the hospital square, he renewed his abusive language. Defendant called the house-boy, and through him asked defendant what was the trouble. Defendant replied that he had not been paid enough, but at that time he had not received his fee.

Inspector Dymond informed his Worship that there were numerous complaints regarding the behaviour of Peak chair coolies, and he knew the defendant to be a very off-hand man.

His Worship imposed a fine of \$5, the alternate being fourteen days' imprisonment.

## THE MEAT-PACKING SCANDAL.

&lt;p

MORLEY ON OPIUM.  
A MORALLY INDEPENSIBLE TRADE.

The House of Commons on May 3rd resolved that the opium trade between India and China is morally indefensible. Dr. Rutherford, the seconder, "hoped the Secretary of State for India, who was in the position of a despot, would not only write history, but would make it, and would act in this matter in a way that would add to the sum of human happiness." (Cheers.)

Mr. Morley, who was received with cheering on both sides, and he heard the words "philanthropists" and "faddists" on the one hand, and "official-minded" on the other hand about each reproaching the other, he thought, reasonably. There was such a thing, and rightly, as the official mind. The official was the man who carried out policy. It was very well for them and for people on side that House to frame conceptions; but they came to apply those conceptions they had to meet difficulties, and of those difficulties the official mind was naturally the exponent. (In the other hand, when he heard the word "philanthropist," used reproachfully he would not forget that those who had been reproached in their day and generation as philanthropists were the men and women who had done things of which Englishmen were most proud. (Cheers.) His hon. friend who had just sat down said it was a despot. That was not so. He had many conditions and circumstances to consider. That was a new Parliament, and it would not be a bad thing if we were to tell them exactly what the Indian Government did and was responsible for. Bengal opium was cultivated under licences which were granted to individual cultivators or to the headmen of groups of cultivators by officers of our Opium Department.

The headmen of cultivators arrived at an understanding as to the area of cultivation, and so on, but it was not until the season was well advanced for the poppy plant that the exact extent could be measured. When the juice was extracted from the plant it was delivered by the cultivators to the opium officers of the district, and sent to the two factories in Bengal, where with great skill and attention it was manufactured into that horrible drug. It was then sent down to Calcutta, to be sent there as opium to the places where auction sales were held. Each year the Government notified how many chests would be sent to market, at the price was fixed by auction. After it was sold it was shipped wherever the purchaser, a private individual, liked, the bulk of it going to China, but a considerable quantity to other places. His hon. friend laid stress on the Chinese and it was the Indo-China case he had agreed. It was not brought by the Indian Government as State opium, but by a private person to a private consignee. The Indian Government paid for the labour and raw material and made its profit, to which his hon. friend object, and which he did not like (hear, hear), from the difference between the cost of manufacture and the price at auction. The share of the Government in the matter was, first, control of the production; secondly, the manufacture of the raw product into what was sold; and, thirdly, to see that the highest possible price was obtained from the merchants in Calcutta for export over sea. It should, therefore, be observed that short of absolute prohibition, which he was sure his hon. friends desired (hear, hear)—yes, he would come to that in a moment this provision, though much was said of monopoly, was really the most restrictive provision that could be made. His hon. friend had referred to the report of the American commissioners, and they no doubt took the view of the majority of his hon. friends around him, but agreed that this Government monopoly was one of the best means of restriction that could be provided. But he only mentioned that in passing. Then there was another important matter: there was the Malwa opium, manufactured in the native and protected States. But he would return to that, only remembering that Malwa opium at no stage belonged to the Indian Government. It was cultivated in nearly all the native States, which could produce the objectionable drug free from any restriction or supervision; there were wealthy opium merchants in Central India who gave advances, and so on, and to them it was given. To that, however, he could return later. The Indian argument, as it was his argument, was a very potent argument—revenue. (Hear, hear.) Could the sum revenue be relied upon? He was sure his hon. friend the Chancellor of the Exchequer in discussing sources of revenue, could say to himself, if he did not say to us, that such and such an impost can I look up to? It appeared that the opium revenue was not to be relied on. (Hear, hear.) In 14 years

he would give the House a few figures, because it was just as well in the beginning and this was only the beginning of a considerable contest—it was well to begin with the knowledge of exactly where they were. Could the revenue be relied on? In 14 years on 1894 the average was five millions sterling; in the 11 years 1894-1905 that revenue fell to three millions sterling. (Hear, hear.) Mr. Hon. Member Gross or not? He really could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, of course, abundant explanation could be given, such as bad seasons in China, trading in China for a short supply. (In India?) No; in China. The conditions in China influenced the post in India. Now the revenue this year was not five millions; the opium revenue was £2,255,000. He would like to quote from a Budget speech, and through quotations from Budget speeches were not usually exhilarating, this was rather so coming from the hot climate of Calcutta. He had told the House how the figure had gone down from five to three millions and under three millions; but, not only that, in 1890 the opium revenue represented 14 per cent. of the aggregate revenue under the principal heads. To-day it represented only 7 per cent. (Cheers.) On the Budget last March Mr. Baker, a very able administrator in Calcutta, used this language:—"When it is remembered how uncertain the opium revenue is and how liable to violent fluctuation from causes over which we can exercise no control, the dwindling away of its relative importance in our fiscal system must be regarded as a matter for lively satisfaction." (Cheers.) The hon. member who brought forward this motion had the whole stress of his case upon China. There were few countries whose relations with ourselves could regard with less pride than our relations with China. (Hear, hear.) He would not follow the hon. member into his historical sketch, but on many of the questions opened up he had with the judgment of his hon. friend. What they had to do that night was to assert principles which in the future of this Parliament might be brought to fruition. (Cheers.) Mr. Gladstone made a

speech on this opium question in 1893, and the result of that speech was the appointment of the Royal Commission of whose proceedings all of them who were interested in this subject were entirely familiar. He did not wish to speak in dispraise of that Commission, but somehow or other its findings had failed to satisfy public opinion in this country and failed to ease the consciences of those who had taken up this matter. (Hear, hear.) That Commission collected a great deal of most important knowledge—there were five large volumes of evidence and doubtless every member supporting this motion had read them. (Laughter.) At least, he hoped they had read the Commission's report. He would not go into the findings, but the Commissioners had great stress upon the opinion of doctors. Now, he was the last man to utter a word in dispute of the supreme arbitration of doctors. (Laughter.) But what was the good of printing in blue-books medical views as to whether opium was a good thing or not, and whether, if taken in moderation, it was a bit worse than claret or champagne? What had the value of that kind of evidence when we had the evidence of nations who knew opium at close quarters? (Cheers.) He would say something in a moment of what the American Commission found in the Japanese dread of opium first, however, he would like to read a gentleman whom he did know at the Geographical Society. This gentleman said, "In Yunnan I saw practically the whole population give over to its abuse. The ravages it is making in men, women, and children are deplorable, and, although entirely out of sympathy with the violent views of some people and all, when the extreme measures they would resort to in India, he was quite about to realize that any one who has seen the wild abuse of opium in Yunnan would have a wild abhorrence of it." (Cheers.) In the face of actual evidences of that kind, what was the good of doctors talking about comparing opium with alcohol? (Hear, hear.) His hon. friend had referred to the commission instituted by the President and Government of the United States after they found themselves in possession of the Philippines. The Americans were then brought face to face with the opium question, and they did what Mr. Gladstone's Government did in 1893, they appointed a committee or commission, which inquired and reported in 1905. That Commission explored, so far as they could, all legislation on the subject of opium in Japan, Java, China, and elsewhere. They did not take the medical evidence as conclusive. They examined into the social effects of opium also. And what was the conclusion of this Commission, which began their labours without a single possession? Was it ambiguous? On the contrary, it was most definite. So definite was it, that the United States Government, in anticipation of their report—well knowing what its effect would be passed a law that in the Philippine Islands it was to be no more opium. (Cheers.) That Commission, it was a passage of their report which he hoped the House of Commons would take to heart, declared that the United States so recognized the use of opium as an evil, for which no financial gain could compensate, that she would not allow her citizens to encourage it even passively. (Cheers.) If he did not mistake its tenor, this new House would approve of that. (Cheers.) But let them turn to the other side of the question. It was said that this Assembly—and he believed it—represented the best moral influences of the country. But they had practical questions to consider. He hoped that that would not be called pusillanimity. But what were they going to do? Suppose they were to pass a resolution to-night and to-morrow he sent to India an ordinance to stop the use of opium? (Cheers.) It was very easy to say "Hear, hear," but what would happen? How was the three millions sterling of revenue to be replaced? There was talk about retrenchment. Nobody was disposed to work more ardently for retrenchment than he was. Let them get their retrenchment first and then give opium. That called forth no cheers. (Laughter.) It was said that in 1894 Sir Joseph Peace, a great friend of this cause (cheers), accepted an addendum to a similar motion to this in favour of this country making up the loss of revenue to India by way of a subsidy, gift, or loan. If they were to say that they would ask the Chancellor of the Exchequer for £3,000,000 that would be worth discussing, but he did not think the discussion would take long. (Cheers.) Then it might be said that they could so alter their system of taxation in India as to replace the £3,000,000 by some other form of taxation upon the Indian. There they came to a tremendously important point. He confessed that ever since he had the honour of being appointed to the Indian Office the question of questions to him was whether a Parliamentary democracy could be a responsible democracy unless it was very wisely and beneficially—a dependency so vast and complex a dependency as the Indian Empire. This was the first time in his Parliamentary experience that there was a democratic House of Commons. (Cheers.) This was the first time, therefore, that a democratic House of Commons was brought face to face with this problem, whether a responsible democracy could govern a great dependent like India, a military dependency. Therefore, they must be very careful not to allow their righteous sentiments—if righteous they were—to drift away to the people living in India.

We had no right to place on them burdens which if they were represented here—which he said they were not—their interests and their habits and customs predisposed them to accept. (Hear, hear.) He really could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, of course, abundant explanation could be given, such as bad seasons in China, trading in China for a short supply. (In India?) No; in China. The conditions in China influenced the post in India. Now the revenue this year was not five millions; the opium revenue was £2,255,000. He would like to quote from a Budget speech, and through quotations from Budget speeches were not usually exhilarating, this was rather so coming from the hot climate of Calcutta. He had told the House how the figure had gone down from five to three millions and under three millions; but, not only that, in 1890 the opium revenue represented 14 per cent. of the aggregate revenue under the principal heads. To-day it represented only 7 per cent. (Cheers.) On the Budget last March Mr. Baker, a very able administrator in Calcutta, used this language:—"When it is remembered how uncertain the opium revenue is and how liable to violent fluctuation from causes over which we can exercise no control, the dwindling away of its relative importance in our fiscal system must be regarded as a matter for lively satisfaction." (Cheers.) The hon. member who brought forward this motion had the whole stress of his case upon China. There were few countries whose relations with ourselves could regard with less pride than our relations with China. (Hear, hear.) He would not follow the hon. member into his historical sketch, but on many of the questions opened up he had with the judgment of his hon. friend. What they had to do that night was to assert principles which in the future of this Parliament might be brought to fruition. (Cheers.) Mr. Gladstone made a

going to deal with these natives States. To say to them, "We do not trouble about your financial equilibrium; we do not care what number of people you have come into opium cultivation, you have got to drop it." He could not, he said, say that. But do not let his hon. friends be too much crestfallen. That night stress had been laid upon China. There were now two parties to any future movement. There was China in, he thought, the first place, and there was the Government of India and that House in the second place. What did China want? (Freedom from opium.) Mr. Morley said he hoped it was so. If it were so, the thing was done. But here, again—he wanted to be perfectly candid and frank with the House—the report of the American Committee, on this point of China's anxiety to be rid of it, was not quite what his hon. friend seemed to think it was. The American report distinctly said in five or six places that it could find no evidence whatever that China, which she might have been in those years which his hon. friend referred to—and there, he believed, his hon. friend was perfectly right—was very anxious to get rid of this pestilential evil. Let them look at our own attitude. We had not shown ourselves averse to doing anything we could to meet any desire on the part of China to restrict this important. There was a treaty made by Sir James MacKay, a very able and distinguished Member of the Council of India, and anybody who would take the trouble to read that treaty would find that we agreed to do all we could to exclude morphine from China. That was a sign—they might, if they cared, belittle it as much as they chose—that we were anxious to meet the views of China. And, whilst some of them were thinking, perhaps uncharitable things of the Government of India let them think of Burma. He should like to show what the American Commissioners said of that. It was fully described in their report, but they went on in this way—"Undoubtedly the Government"—that was our Government—"is doing all it can to fight against these evils and though misunderstood by the natives and reviled by those who should know better, the British Government is working conscientiously and steadily for the protection of the Burmese. Let them be glad when they found the Indian Government, in its Majesty's Government, doing what they could in regard to this question. What were they going to do? His hon. friend seemed to think he had despotic power and that tomorrow morning he was going to wipe all this out. It was not reasonable; he was not. But we will say that it China wanted seriously and in good faith to restrict the consumption of this drug in China the British Government would not close the door. (Cheers.) It was no secret that the Chinese had been considering for the last two years or more whether some plan could be devised of dealing with the importation of opium into their country other than that which now prevailed. His Majesty's late Minister at Peking would shortly be in this country, and the Government would then learn from him exactly how these proposals and inclinations stood. They would then see whether they could in some way meet the views of the Chinese Government. He thought he might say that to any plan for the restriction of the consumption of opium brought forward in good faith the Government of India and his Majesty's Government would not close the door. (Cheers.) It was no secret that the Chinese had been considering for the last two years or more whether some plan could be devised of dealing with the importation of opium into their country other than that which now prevailed. 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A. S. WATSON & Co., Ltd.  
Hongkong, 4th July, 1906. [1361]

## THE GLORIOUS FOURTH OF JULY

TO-DAY being the AMERICAN INDEPENDENCE DAY, Mr. J. W. OSHORN of the Kowloon Hotel will be "AT HOME" from 5 to 6.30 P.M., July 4th, 1906.  
Hongkong, 4th July, 1906. [1362]

## NOTICE

APPLICATIONS are invited for the Post of TELEGRAPH CLERK in the HARBOUR DEPARTMENT.

QUALIFICATIONS—A competent knowledge of MORSE TELEGRAPHY, including Instrument and Battery Up-keep, &c.

SALARY—\$1,260 a year rising by triennial increments of \$120 to \$2,040.

Applications in writing should be sent with testimonials to the Harbour Master or before the 9th July.

Applications are invited from Portuguese.

T. SERCOMBE SMITH,  
Colonial Secretary,  
Colonial Secretary's Department,  
Hongkong, 23rd June, 1906. [1363]

## PUBLIC AUCTION

A. T. KIENE'S SALES ROOM, No. 2,  
Zetland Street,

TO-DAY (WEDNESDAY),

JAPANESE CURIOS, PIECE GOODS,  
etc., &c.

TERMS—As usual.

F. KIENE,  
Anteemor.

Hongkong, 4th July, 1906. [1364]

## PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE.

PARTICULARS & CONDITIONS OF SALE  
OF

VALUABLE LEASEHOLD PROPERTY,

Known as "THE METROPOLIS HOTEL,"

To be Sold by

PUBLIC AUCTION,

On THURSDAY,

the 12th day of July, 1906, at 3 P.M., at his  
SALE ROOM,

by

MR. GEO. P. LAMMERT, Auctioneer.

BEING all that Piece or Parcel of Ground

situate at Shaukiwan Road, Victoria,

Hongkong, containing an area of 297,900 square

feet and known and registered in the Land

Office as INLAND LOT No. 1,705. The said

premises are held for the Term of 999 years

granted by a Crown Lease dated the 1st day

of February, 1904, subject to the payment of

the Annual Crown Rent of \$478, and to the

performance of the Lessee's covenants in the

said Crown Lease reserved and contained.

For Further Particulars and Conditions of

Sale, apply to

P. X. DALMADA & CASTRO,  
Solicitor for the Vendor,

or to

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 4th July, 1906. [1365]

## NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK via SWATOW.

THE Chartered Steamship

"KANJU MARU,"

will be despatched as above on or about

TUESDAY, the 10th inst., at NOON.

To be followed by the Chartered Steamship

"PROMETHEUS."

Captain Cornelissen, will be despatched above

on or about TUESDAY, 17th inst., at NOON.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Prince's Building.

Hongkong, 4th July, 1906. [1366]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO AND

SINGAPORE.

THE British Steamship

"SPITHEAD,"

having arrived from the above Ports, Consignees

of Goods are hereby informed that their

Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried, on unless

instructions are given to the contrary before

1 P.M. TO-DAY.

Goods not cleared by the 30th July will

be subject to rent.

All ship-damaged packages must be left in the Godowns, and notice of same sent to this Office before the 12th July, or claims in connection therewith will not be recognized.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 2nd July, 1906. [1359]

## NEW ADVERTISEMENT

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Vessel to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain St. John George, will be despatched for to-steam Ports on SATURDAY, the 28th inst. at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A steward and a duly qualified Surgeon are carried.

N.B.—To insure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1906. [1358]

## INTIMATIONS

## WANTED

A BED-SITTING ROOM, Furnished or Unfurnished, in respectable part of the Central District. The Upper Levels not objected to.

Apply to "B. 123"

Hongkong, 28th June, 1906. [1353]

## NOTICE

THE HONGKONG & CHINA GAS Co., beg to Notify the public that:

(a) No SUBSIDIARY CHINESE or JAPANESE COINS can be accepted in payment of Accounts due to the Company, and

(b) HONGKONG COINS can only be accepted in amounts of \$2 or under.

GEORGE CURRY,  
Local Secretary.

Hongkong, 27th June, 1906. [1357]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock NOON, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 571 of 1905:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part, be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 201 and 202 of the Company Ordinance, 1905 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modifications as they may think expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 2d July, 1906.

JOHN D. HUMPHREYS & SON,

General Managers.

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## NAVY CONTRACT

I TENDERERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. FLEET, etc., at Hongkong for a period of 12 months from the 1st August, 1906.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICE, H.M. Naval Yard, Hongkong, and should be returned, not later than NOON on 18th July, 1906.

Hongkong, 2d July, 1906. [1341]

## RUBBER EXHIBITION

TO BE HELD AT THE

ROYAL BOTANIC GARDENS,

PERADENIYA, CEYLON,

Under the authority of the Ceylon Government, from 13th to 27th SEPTEMBER, 1906.

EXHIBITS OF RUBBER, in all forms;

RUBBER MACHINERY, TAPPING,

COLLECTING, TREATING, and

STORING APPARATUS.

GOLD MEDALS, Diplomas, and Prizes will be awarded.

Power for Machinery to be erected in the Exhibition Grounds will be provided.

Free Railway Transport in Ceylon, and

S. MOUTRIE & CO., LTD.  
HONGKONG

SHANGHAI TIENTSIN  
HAVE JUST RECEIVED SHIPMENT  
OF THE  
ORCHESTRELLA Co's.  
**ERIOLA PIANO  
PLAYER.**  
ESPECIALLY CONSTRUCTED & GUARANTEED  
FOR THIS CLIMATE.

The most perfect Piano Player as yet invented.

It has a delicacy of touch only equalled by the World's most famous Pianists and its expression leaves nothing to be desired.

PRICE \$425.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.  
York Building, Chater Road,  
Hongkong, 17th May, 1906. [52]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
Captain T. Austin, R.N.R.  
TICKETS. Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M. and from Macao at 2.30 P.M.

Fares—(Weekdays) 1st Class (including cabin and servant), Single \$3, Return Ticket \$8.

2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be an EXCURSION,

the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY:

1st Class, Single... \$1.00  
With Cabin... \$2.00

1st Class, Return... \$2.00  
With Cabin... \$3.00

3rd Class, Single... 40 Cts.  
Return... 60

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to Boiler cleaning, etc., notice will be given by Captain, and the Half-tickets will be available for the following day.

The Steamer is lit throughout by Electric Light.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MINO & CO.  
2nd Floor, 16, Victoria Street,  
Hongkong, 22nd June, 1906. [21]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER

TAKEN. Charges moderate.

F. A. V. BEBEIRO  
late of the Hongkong Typewriting Bureau

31, Queen's Road Central (Second Floor),  
Hongkong, 25th October, 1905. [19]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD. is prepared to supply any quantity of pure fresh water to the shipping, both for deck and boilers.

Call Plug-W.

J. W. KEW,  
Maunger.

Hotel Mansions, 3rd Floor,  
Hongkong, 8th August 1906. [24]

NOTICES TO CONSIGNEES

S.S. "TONKIN."  
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Charente* and *Médoc*, from Havre ex S.S. *Médoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optic 1 Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 4th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 4th July, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 25th June, 1906. [2]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optic 1 Cargo will be forwarded unless notice to the contrary be given before 3 P.M. to-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

HAMBURG-AMERIKAN LINIE,  
Hongkong Office.

Hongkong, 2nd July, 1906. [1352]

NORDDEUTSCHER LLOYD, BREMEN,  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optic 1 Cargo will be forwarded unless notice to the contrary be given before 3 P.M. to-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 25th June, 1906. [2]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM SEATTLE, YOKOHAMA, KOBE,  
MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 29th June, 1906. [7]

### NOTICES TO CONSIGNEES

#### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., or U.S. *Mooran*.

From Persian Gulf, or B. I. S. & B. & P. S. N. Co's Steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 28th June, 1906. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

#### NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"NIPPON,"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 7th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th July will be subject to rent.

Bills of Lading will be countersigned by

SANDEL, WISLER & CO., Agents.

Hongkong, 1st July, 1906. [5]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORESTES,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where it will be subject to the risk of the steamer.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th July, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1906. [9-10]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Lanning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from steamer.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th July, at 3 P.M.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1905. [19]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD. is prepared to supply any quantity of pure fresh water to the shipping, both for deck and boilers.

Call Plug-W.

J. W. KEW,  
Maunger.

Hotel Mansions, 3rd Floor,  
Hongkong, 8th August 1906. [24]

NOTICES TO CONSIGNEES

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Charente* and *Médoc*, from Havre ex S.S. *Médoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optic 1 Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 4th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 4th July, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 25th June, 1906. [2]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optic 1 Cargo will be forwarded unless notice to the contrary be given before 3 P.M.

## SHIPPING.

## ARRIVALS.

AJAX, British str., 4,479, H. E. Batt, 3rd July.  
FOOCHOW 1st July, General.—Butterfield & Swire.  
BAVARIAN, German str., 5,031, H. Formes, 3rd July.—Bremen and Singapore 25th June.  
MAIL and GENERAL—Mellchers & Co.  
CROWNE, German str., 1,755, J. Spiesen, 2nd July.—Kobiechang 26th June, Rice.  
Butterfield & Swire.  
EMPEROR OF JAPAN, British str., 3,039, Hy. Pyeon, 2,231, 3rd July.—Vancouver 11th July.  
MAIL and SHANGHAI 1st July, Mail and General.—C. P. R. Co.  
ESANG, British steamer, 3rd July, from Canton.  
HAINAN, British str., 451, Robson, 3rd July.  
TAMU 29th June, Amoy 1st July.  
SWATOW 2nd, General.—Douglas La-  
pork & Co.  
HUE, French str., 765, Godin, 3rd July.—  
Houphong, Hoibao and Kwangchauwan  
2nd July, General A. R. Marti.  
KALMAS, British str., 1,143, Lewis, 3rd July.—  
Shanghai 20th June, General—Butter-  
field & Swire.  
RUM, British str., 1,611, R. W. Almond, 2nd July.—Makia 30th June, Hemp and Sugar—  
Shewan, Tomes & Co.  
VERNAND, British str., 1,128, F. Mooney, 2nd July.—Manila 30th June, General—  
Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
July 3rd.  
Akiochi Maru, Japanese str., for Swatow.  
Carl Diederichsen, German str., for Hoibao.  
Chasong, British str., for Sourabaya.  
Colombia Maru, Japanese str., for Bombay.  
Edang, British str., for Shanghai.  
Edou, French str., for Hoibao.  
Hongkong, British str., for Amoy.  
Kalgan, British str., for Singapore.  
Muras, British str., for Kobe.  
Prinz Eugen, German str., for Kobe.  
Wangkoo, German str., for Hoibao.

## DEPARTURES.

JULY 3RD.  
HAINAN, British str., for Coast Ports.  
HEIM, Norwegian str., for Bangkok.  
KEEM N, British str., for Singapore.  
KWANGTUNG, Chinese str., for Shanghai.  
KWELIYANG, British str., for Canton.  
LYRA, American str., for Tacum.  
NIPPO, Austrian str., for Taic.  
PROGRESS, German str., for Kwangchauwan.  
SHAOKING, British str., for Shanghai.  
SPITHEAD, British str., for Nagasaki.  
TEAN, British str., for Manila.  
TSURUGIWA MARU, Jap. str., for Kuchington.

## SHIPPING REPORTS.

The British str. *Ajor* reports: Light winds and fine clear weather.  
The British str. *Hawson* reports: Light S.W. wind and fine weather.  
The British str. *Vosorum* reports: Experienced moderate S.E.W. winds and sea to lat 18°30' N. from whence to port moderate S.E. winds and sea with fine clear weather.

## VESSELS PASSED ANJER.

JUNE 13, French ship *Berengere*, Bandoura.  
JUNE 13, from Philadelphia for Tsingtao.  
JUNE 15, Dutch str. *Kralij*, Van der Does,  
May 6, from Rotterdam for Batavia.  
JUNE 15, German str. *Hessen*, Nahraut, May 2, from Bremen for Batavia.  
JUNE 15, British str. *Inman*, from Bombay.  
JUNE 18, German str. *Hartley*, Muller, March 29, from Hamburg for Batavia.  
JUNE 18, British str. *HDKN*, from West.  
JUNE 19, Dutch str. *Zevor*, Leeuwen, May 1, from Rotterdam for Batavia.  
JUNE 19, British str. *HULW*, from West for Batavia.  
JUNE 19, British str. *Glenlyon*, from West.

## VESSELS IN DOCK.

JULY 3RD.  
ABERDEEN DOCKS.—  
KOWLOON DOCKS—*Altis*, *Stanley*, *Mogul*,  
*Jones*, *Hercules*, *Montague*, U.S.A.T. *Ingalls*,  
CONSTITUTIONAL DOCK.—*Kunlun*.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW.

THE Company's Steamship  
"HAJUN," Captain A. J. Robson, will be despatched for the above Port on or about MONDAY, 8th Inst.  
For Freight or Passage, apply to  
DOUGLAS LA PRAIK & CO., General Managers,  
Hongkong, 3rd July, 1906. [1355]

COMPAGNIE DES MESSAGERIES  
MARITIMES.FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC," Captain A. J. Robson, will be despatched for the above Port on or about MONDAY, 8th Inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent, Hongkong, 3rd July, 1906. [12]

THE DENINSLAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,

THE MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON,  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, FERGUSON GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "DELTA."

Captain C. L. Daniel, carrying His  
Majesty's Mails, will be despatched from this fo-  
rmosa on SATURDAY, the 14th July, at Noon, taking passenger and cargo for the  
above ports in connection with the Company's  
ss. *Uttamia*, 6,525 tons, from Colombo,  
Passenger's accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. *Himalaya*, due  
in London on 26th August.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd July, 1906. [1]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & EIG	DEPTH
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit str.	2
LONDON & ANTWERP	GLENESK	Brit str.	2
LONDON, & VIA USUAL PORTS OF CALL	DELTA	Brit str.	1 m.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit str.	1 m.
LONDON, AMSTERDAM & ANTWERP	PINGSBURY	Brit str.	1 m.
LONDON, AMSTERDAM & ANTWERP	OESTER	Brit str.	1 m.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit str.	1 m.
LONDON, AMSTERDAM & ANTWERP	TOURANE	Frenstr.	—
MARSEILLES, &c., via PORTS OF CALL	ZIETEN	Ger str.	—
BREMEN & HAMBURG VIA STRAITS, &c.	SCHWABE	Ger str.	k. w.
HAVRE & HAMBURG VIA STRAITS, &c.	ALIESA	Ger str.	k. w.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger str.	k. w.
HAVRE, ROTTERDAM & LIVERPOOL	ALCINOUS	Brit str.	1 m.
COPENHAGEN & BALTIQUE PORTS	NORDKAP	Dau str.	1 m.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	RHENANIA	Ger str.	k. w.
GENOA, MARSEILLES & LIVERPOOL	SILESIA	Brit str.	1 m.
TIDEUS	PATROCUS	Brit str.	1 m.
ANGLO SAXON	ANGLO SAXON	Brit str.	2 m.
LONWICH CASTLE	ANGLO SAXON	Brit str.	2 m.
EMPEROR OF JAPAN	ANGLO SAXON	Brit str.	2 m.
MONTAGUE	ANGLO SAXON	Brit str.	2 m.
ONAFIA	ANGLO SAXON	Brit str.	2 m.
SHAWMUT	ANGLO SAXON	Brit str.	2 m.
NUNAKITA	ANGLO SAXON	Brit str.	2 m.
CHINTOU	ANGLO SAXON	Brit str.	2 m.
PRINZ SISI	ANGLO SAXON	Brit str.	2 m.
EMPIRE	ANGLO SAXON	Brit str.	2 m.
ALERIA	ANGLO SAXON	Brit str.	2 m.
NUBIA	ANGLO SAXON	Brit str.	2 m.
SIRIEN	ANGLO SAXON	Brit str.	2 m.
DAKOTAH	ANGLO SAXON	Brit str.	2 m.
TJILIWONG	ANGLO SAXON	Brit str.	2 m.
SHIEN	ANGLO SAXON	Brit str.	2 m.
TIENSIN	ANGLO SAXON	Brit str.	2 m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANGLO SAXON	Brit str.	2 m.
SHANGHAI & CHINKIANG	ANGLO SAXON	Brit str.	2 m.
SHANGHAI, YOKOHAMA & KOBE	ANGLO SAXON	Brit str.	2 m.
SHANGHAI, KOBE & YOKOHAMA	ANGLO SAXON	Brit str.	2 m.
TAMSUI VIA SWATOW & AMOY	ANGLO SAXON	Brit str.	2 m.
TAMSUI VIA SWATOW & AMOY	ANGLO SAXON	Brit str.	2 m.
ANPING VIA SWATOW & AMOY	ANGLO SAXON	Brit str.	2 m.
SWATOW	ANGLO SAXON	Brit str.	2 m.
SWATOW, WEIHAIWEI, CHEFOO & TIENSIN	ANGLO SAXON	Brit str.	2 m.
MANILA	ANGLO SAXON	Brit str.	2 m.
MANILA	ANGLO SAXON	Brit str.	2 m.
BANGKOK VIA SWATOW	ANGLO SAXON	Brit str.	2 m.
CEBU & ILOILO	ANGLO SAXON	Brit str.	2 m.
SINGAPORE & CALCUTTA	ANGLO SAXON	Brit str.	2 m.
SINGAPORE, PENANG & CALCUTTA	ANGLO SAXON	Brit str.	2 m.
BOM BAY VIA SINGAPORE & PENANG	ANGLO SAXON	Brit str.	2 m.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	PESHAWUR	About 4th July	Freight only.
VIA SINGAPORE, PENANG, &c.	COLUMBO POINT and SAID	E. Spicer, R.N.R.	About 4th July
MARSEILLES	MADEIRA	—	Freight only.
YOKOHAMA, SHANGHAI, MOJI and KOBE	MOJI and KOBE	F. J. Fox	About 8th July
TIENSIN	TIENSIN	J. D. Andrews, R.N.R.	About 12th July
LONDON & VIA USUAL PORTS OF CALL	DELTA	C. L. Daniel	Noon, 14th July

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 25th June, 1906. [1]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 7th July, NOON.
ZAFIRO	2540	R. Rodger	Manila	On 14th July, NOON.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th June, 1906. [1]

## HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST)  
S.S. "ANGLO SAXON" ... On 10th July.  
S.S. "JOHN HARDIE" ... About 20th August.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 20th June, 1906. [1]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI & INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT NOON.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON





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**OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

**EUROPEAN SERVICE.****OUTWARDS.**

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"OANFA" "LAERTES"	On 4th July.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMEA"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"HOMEWARDS."	

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLE and LIVERPOOL	"PATROCLES"	On 26th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
GENOA, MARSEILLE and LIVERPOOL	"ORESTES"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 26th August.
GENOA, MARSEILLE and LIVERPOOL	"ACHILLES"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.

Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**

Operating in conjunction with

**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-HAMA	"OANFA" "TELEMACHUS"	On 4th August.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUGER" "TYDEUS"	On 12th July.
		On 15th August.
		For Freight, apply to—
		BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th June, 1906.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKUANG" "KWEIYANG" "TAMING"	On 6th July.
CHEFOO and NEWCHWANG	"HUICHOW"	On 10th July.
MANILA, SWATOW, WEIHAIWEI, CHEFOO and TIENSIN	"CHINGTU"	On 12th July.
MANILA, ZAMBALAN, PORT DARWIN, THURSDAY (ISLAND), COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th June, 1906.

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**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

**LUXURY—SPEED—PUNCTUALITY.**

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE," SAVING 3 TO 7 DAYS' OCEAN TRAVEL  
12 DAYS YOKOHAMA TO VANCOUVER,  
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)  
TODAY LEAVE HONGKONG ABIEVE VANCOUVER  
MONDAY, 11th July ... 1st Aug.  
MONDAY, 18th July ... 11th Aug.  
MONDAY, 1st Aug ... 22nd Aug.  
MONDAY, 8th Aug ... 1st Sept.  
MONDAY, 22nd Aug ... 12th Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIILY from the PACIFIC to the ATLANTIC WITHOUT CHARGE.

Hongkong to London, 1st Class, £1,120; via St. Lawrence £60; via New York £32.

Intermediate on Steamers ... 240, ... 442  
... and 1st Class Rail, ... 240, ... 442

R.M.S. "MONTFAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only to Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal Ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Fetter Street and Praya, opposite Blake Pier

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**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 8th July, at 10 A.M.
TAMSUI VIA SWATOW AND AMOY	"JOSEN MARU"	SUNDAY, 15th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU"	SUNDAY, 8th July.
ANPING VIA SWATOW AND AMOY	"MAIDZURO MARU"	WEDNESDAY, 11th July, at 10 A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Hongkong, 4th July, 1906.

T. ARIMA, Manager.

**EAST ASIATIC CO., LTD.,  
COPENHAGEN.  
RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG.**

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIK PORTS.

S.S. "NORDKAP" ... on or about the 20th July from Hongkong.

S.S. "KINA" ... on or about the 5th Aug. from Hongkong.

S.S. "SIBIRIEN" ... on or about the 1st Sept. from Hongkong.

FOR YOKOHAMA AND KOBE.

S.S. "SIBIRIEN" ... on or about the 27th July from Hongkong.

For Further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 3rd July, 1906.

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN

## JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR ON OR ABOUT
TJILIWONG,	JAVA	First half of July	JAPAN via SHANGHAI First half of July
TJIMAH	JAPAN	First half of July	JAVA PORTS First half of July
TJIPANAS	JAPAN	Second half of July	JAVA PORTS First half of July
TJILATJAP.	JAVA	Second half of July	JAPAN via SHANGHAI First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

YORK BUILDINGS, 1ST FLOOR.  
HONGKONG, 20TH JUNE, 1906.

## SHIPPING IN PORT.

STEAMERS.
ABELLOU, British str., 240, P. K. Barnes, 26th June—Moji 22nd June, Coal—Doddwell & Co.
AKASHI MARU, Japanese str., 1,774, K. Obata, 26th June—Shanghai, Foochow, Amoy and Swatow 20th June, General—Osaka Shosen Kaisha.
SPARACHE, German str., 800, Lombard, 10th June—Hankow 26th June, General—Johannsen & Co.
STANLEY DOLLAR, British str., 1,875, W. W. Adam, 6th June—Saigon 1st June, Rice—Doddwell & Co.

STRATFORD, British str., 2,200, King, 26th June—Pulo Lanu 17th June, Coal—Doddwell &amp; Co.

SUNGKIAO, British str., 1,875, J. Robinson, 29th June—Cobu and Haile 25th June, Sugar and Hemp—Butterfield &amp; Swire.

TAIFAN, British str., 1,100, J. T. Liang, 29th June—Shanghai via ports 24th June, General—Bradley &amp; Co.

TELEMACHUS, British str., 1,341, Williamson, 25th June—Saigon 21st June, Rice and General—Chinese.

TORENDSJOLD, Norwegian str., 1,510, Hansen, 30th June—Newcastle 1st May, Coal—Butterfield &amp; Swire.

TOKA MARU, Japanese str., 3,610, K. Kato, 1st July—Kobe 25th June, General—Nippon Yosan Kaisha.

TOKI, German str., 2,555, W. Ziegemann, 7th June—Moji 2nd June, Coal—Johannsen &amp; Co.

TUGA, Norwegian str., 578, Spinjanger, 29th May—Hankow 23rd May, Pig Iron—Chiles.

VICTORIA, Swedish str., 1,200, Hillberg, 29th May—Wakamatsu 23rd May, Coal—Aagard, Thoresen &amp; Co.

VITTORIA, British str., 2,700, John Ronald, 24th June—Newcastle, N.W.S., 1st June, Coal—Order.

WONGKOK, German str., 1,115, W. Reher, 28th July—Baikow and Swatow 27th June, Rice and Meal—Butterfield &amp; Swire.

Z. Y. DE ALDECOA, Amer. str., 1,260, F. Ximenes—Elizalde, 15th June—Manila 12th June—Barreto &amp; Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. Li T. Leathem, Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan Lee, Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Yangtsze.&lt;/

## POST OFFICE NOTICES.

The Armand Béthie with the French mail of the 8th June left Singapore on Monday, the 2nd inst., at 3 p.m., and may be expected here on or about Monday, the 9th inst. The packet brings replies to letters despatched from Hongkong on the 5th May.

## MAIL WILL CLOSE,

	PORT	PER	DATE
Hongkong			
Singapore			
Macao			
Ashoy and Shanghai			
Kinmen			
Kinmen			
Shanghai			
Hongkong			
Quang Chow Wan, Hoihow, Pakhoi and Huikong			
Yokohama and Kei			

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macau

Tientsin

Saigon

AMoy SHANGHAI NAGASAKI KOREA YOKOHAMA HOKKAIDO and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

Manila

Singapore, Penang and Calcutta

Manila

Cebu and Iloilo

Manila

Macao

Chongming and Nowehwang

Shinchai, Moji, Kobs and Yokohama

Kedung, Shanghai, Moji, Kobe, Okinawa, Yokohama and Seattle

Singapore, Penang and Bombay

EUROPE, &c., India via Tuticorin  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila

Batavia, Cheribon, Samarang, Sourabaya and Macassar

Singapore, Penang and Colombo

## TO-DAY.

State Japanese Carries, &c., Sales Rooms, Mr. F. Kline, 230 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

July 3rd.

ON LONDON.—  
Telegraphic Transfer ..... 150  
Bank Bills, on demand ..... 201  
Bank Bills, at 30 days' sight ..... 201  
Bank Bills, at 4 months' sight ..... 201  
Credit, at 4 months' sight ..... 201  
Documentary Bills, 4 months' sight ..... 201  
ON PARIS.—  
Bank Bills, on demand ..... 267  
Credit, at 4 months' sight ..... 271  
ON GERMANY.—  
Crédit ..... 218  
On demand ..... 218  
ON NEW YORK.—  
Bank Bills, on demand ..... 514  
Credit, 60 days' sight ..... 521  
ON BOMBAY.—  
Telegraphic Transfer ..... 150  
Bank, on demand ..... 150  
ON MELBOURNE.—  
Telegraphic Transfer ..... 150  
Bank, on demand ..... 150  
ON CHINA.—  
Bank Bills, on demand ..... 201  
Credit, at 30 days' sight ..... 201  
ON YOKOHAMA.—  
On demand ..... 100  
ON MANILA.—  
On demand ..... 100  
ON SINGAPORE.—  
On demand ..... 100  
ON BATAVIA.—  
On demand ..... 100  
ON HAIPHONG.—  
On demand ..... 100  
ON HANOI.—  
On demand ..... 100  
ON HONGKONG.—  
Bank's Buying Rate ..... 9.15  
Gold Lira, 100 fine, per tael ..... 49.30  
Bar Silver, dor or ..... 30  
OPium.

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The J.G.M. str. *Zielien* left Foochow on the 3rd inst., 11.00 A.M., and may be expected here on or about Wednesday, the 10th inst., at 5 p.m.

THE AMERICAN MAIL.  
The P.K.K. str. *Hongkong Maru* sailed from Yokohama on the 26th June, and is due here on the 7th July.

The P.W. str. *Korea* sailed from San Francisco for Hongkong on the 27th June.

The O.O. & Co. *Coptic* sailed from San Francisco on the 30th June for this port.

## THE FRENCH MAIL.

The M.M. str. *Armand Béthie* left Singapore on the 2nd inst., at 3 p.m., for this port via Saigon.

## MERCHANT STEAMERS.

The J.-C.J. Lin str. *Tuticorin* left Macassar for this port on the 26th June, and may be expected here on or about the 4th July.

The R.G.I. str. *Isleia* left Singapore for this port on the 28th June, and may be expected here on or about the 4th July.

The O.S.S. & C. M. S. N. Co.'s s.s. *Onida* left Singapore on Friday night, and is due here on the 4th July, p.m.

The str. *Catherine Anne*, from Calcutta, left Singapore on the 1st inst., and may be expected here on or about the 5th inst.

The P.O. & O. str. *Natal* left Singapore for this port on the 30th ult., at 3 p.m.

## JOINT STOCK SHARES.

Hongkong, July 3rd.

COMPANY. PAID UP QUOTATIONS.

Alhambra \$200 \$100.

Banks— Hongkong &amp; Shantou \$125 \$820, buyers London, 292.5

National B. of China \$25 \$38, sellers

A. Shawe \$125 \$74, buyers

Bell's Asbestos E. A. \$125, 6d. \$74, buyers

China-Borneo Co. \$12 \$74, buyers

China Light &amp; P. Co. \$10 \$10.

China Provident \$10 \$9, sellers

Cotton Mills—

Ewo. \$10 \$10, sellers

Hongkong \$10 \$10, sellers

International \$10 \$10, sellers

Looen King Mow \$10, 100 \$10, 70

Soycheo \$10, 500 \$10, 310

Dairy Farm ..... \$10 \$10, buyers

Docks and Wharves—

H. &amp; K. Wharf &amp; G. \$50 \$102, sales &amp; buy.

H. &amp; W. Dock \$50 \$150, sales

New Army Dock \$63 \$12, sellers

Shanghai Duck and Eng. Co., Ltd. \$100 \$10, 100

Shan &amp; H. Wharf. \$10, 100 \$10, 24.

Penwick &amp; Co., Geol. \$23 \$22, sellers

Green Island Content \$10 \$28, sellers

Hongkong &amp; Co. \$10 \$175, buyers

Hongkong Electric. \$10 \$15, sellers

H. H. L. Fram Corp. \$10 \$23.

Hongkong Hotel Co. \$50 \$1271, sellers

Hongkong Ice Co. \$25 \$20, sales &amp; buy.

Hongkong Body Co. \$10 \$23, sellers

Hongkong S. Waterboat \$10 \$10, 30.

Insurances—

Canton \$50 \$4, 5, sellers

China Ind. \$20 \$4, 5, sales &amp; buy.

China Traders \$20 \$4, 5, buyers

China &amp; Iron \$50 \$15, buyers

North China \$25 \$10, 50.

Union \$100 \$40, buyers

Yangtze \$90 \$17.

Land and Building—

Hongkong Land Inv. \$100 \$113

Humphrey's Estate \$10 \$114, sellers

Kowloon Land &amp; B. \$30 \$15.

Shanghai Land \$100 \$110, buyers

West Coast Building \$20 \$4, 2, sellers

Mining—

Charbonages \$250 \$45, nominal

Rauba \$10 \$10.

Philippine Co. \$10 \$5.

Refineries—

China Sugar \$100 \$150, sellers

Luzon Sugar \$200 \$20, sellers

Steamship Companies—

China and Manilla \$25 \$20, sellers

Douglas Steamer \$15 \$41, buyers

H. &amp; C. &amp; M. &amp; Co. \$15 \$27, sellers

Indo-China S. N. Co. \$20 \$77, sellers &amp; buyers

Shan Transport Co. \$10 \$50.

Star Ferry \$10 \$21.

Do. New. \$10 \$21.

Shanghai &amp; H. Dyeing \$50 \$50.

South China M. Post \$20 \$20, sellers

South Laundry Co. \$35 \$6, buyers

Stores &amp; Dispensaries—

Campbell, M. &amp; Co. \$10 \$32.

Powell &amp; Co., Wm. \$10 \$10, 4, sellers

Watkins \$10 \$6, sellers

Watson &amp; Co., A. S. \$10 \$13, sellers

United Asbestos \$4 \$9.

Do. Founders \$10 \$10.

VERNON &amp; SMYTH.

HONGKONG TIDE TABLE.

From July 4th to 10th, 1906.

To correct Zone Time add 23 min. and 15 sec.

HIGH WATER.

LOW WATER.

Hongkong Mean Time.

Height.

Hongkong Mean Time.

Height.